

Message

From: Oliverio, Stefano (MTO) [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=857CA0F0B9C34735A8386FEE6C94F2C3-OLIVERIO, S]
Sent: 2/17/2022 10:55:13 PM
To: Beaton, Michael (MTO) [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=3df63ccd095b4f4aaf52f631c9fcf8a6-Beaton, Mik]; Chinniah, Kanivanan (MTO) [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=b664066062dc4941a8f0e24f3603ce8a-Chinniah, K]
CC: Powers, Amanda (MTO) [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=5b22658de1b744ce9ce57357d4714f85-Powers, Ama]; Cheema, Raj (MTO) [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=3758488d93bd44018a1f5ed477656a1f-Cheema, Raj]; Kim, Michelle (MTO) [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=199eec07f8834fa8b59360fc845795cc-Kim, Michel]
Subject: FYI: Convoy Update
Attachments: Police Checkpoints_417 Exit Ramps (8 locations)_220217-1030.jpg; Warning - Emergency Order EDITED - Sean 1.docx

Hi MO,

Wanted to provide you with an update on the situation in the City of Ottawa. Also providing some general background information on the barricade in Windsor (further to our email last night). As well as an update on CVOR warning letter.

Let me know if any Qs!

Thanks,
Stefano

City of Ottawa

- OPP has requested that we set up ramp closures along Highway 417 (see attached for map of planned ramp closures). Some may just be established as police checkpoints, but situation continues to evolve in real time.
- The closures were planned for 5pm – we're still waiting for confirmation if they are in place yet.

Tow Truck Request

- OPP has requested up to total 10 heavy tow trucks to support their efforts.
- MTO has secured ten (10) tows and all have made it to Ottawa

CVOR Warning Letter

- FYI – TSD has created a warning letter for CVOR holders as a another tool that can be used at the frontlines for the convoy/protest.
- The police are aware of this strategy and supportive of the approach. The police command centre in Ottawa will be providing the list of the carriers that they want MTO to send letters out to. All of this will be tracked and can be reported on (SITREP). The other option of suspending plates/licence/CVOR remains, this will just give enforcement additional tools to manage the situation as they see fit.

City of Windsor

What is MTO's role with respect to requests to move the concrete barriers?

- Concrete barriers have been installed by the contractor upon direction by the OPP on roads that are under City of Windsor jurisdiction. MTO's role was only to facilitate and support the OPP. Any requests related to the concrete barriers should be directed to the OPP and the City of Windsor.

Are we aware of any short- to medium-term plans from OPP/Windsor Police to maintain security at the Ambassador Bridge/Windsor area?

- It is understood that the concrete barriers have been installed by the OPP to better manage future risk of vehicles being used for blockade/ disruption of cross-border movement of people and goods. Other than that, we are not aware of operational plans of the OPP/ Windsor Police.

Confirmation that we received in writing a request from the City of Windsor for the invoices for the concrete barrier.

- Confirmed. Windsor Police have provided a written request asking for the Contractor's contact for them to obtain the invoice for the concrete barriers.

Engineering Responsibility:

- Any temporary or permanent construction work that has the potential to impact public safety needs approval/ sign-off by a Professional Engineer who represents the Road Authority.
- The Temporary Concrete Barrier (TCB) installation is considered temporary construction work and it is understood that the City of Windsor would be the "Road Authority".
- In order to ensure public safety and also to ensure that there is no adverse impact on other routine operations such as maintenance, snow clearance etc., it is essential that the Road Authority review and approve the placement of the TCB and also assume all responsibility related to the TCBs. For instance:
 - Ends of TCB runs may require to be flared or the installation of temporary energy attenuator terminals.
 - In order to not impede drainage, there may be need to provide drainage gaps in TCB runs or place TCBs such that catch basins are not covered.
 - Traffic signals of intersecting roadways where access is closed may require to be changed to permanent red for the intersecting roadway and permanent green for the main roadway.
 - Additional safety/ warning signs may be required at intersecting roadways where access is closed as well as along the main roadway where left-turn and right-turn is no longer permitted.
- If in the future there is a need to adjust the TCBs, MTO can ask McLean Taylor to do the same.

From: Kim, Michelle (MTO) <Michelle.Kim@ontario.ca>

Sent: February 16, 2022 7:24 PM

To: Beaton, Michael (MTO) <Michael.Beaton@ontario.ca>

Cc: Jones, Doug (MTO) <Doug.Jones@ontario.ca>; Chinniah, Kanivanan (MTO) <Kanivanan.Chinniah@ontario.ca>; Oliverio, Stefano (MTO) <Stefano.Oliverio@ontario.ca>

Subject: convoy - windsor

Hi Mike,

Following Minister's 1:1 with the Deputy this morning, Deputy had a conversation with Windsor's CAO, Jason Reynar.

The CAO was interested in the costs of the barriers – we haven't provided this update back to the CAO yet, but for your information:

Latest intel from staff is that the City of Windsor has requested the invoices for the barriers and intends to pay the bill. No invoices from the contractor have been received to date. It is possible that (and this is what we are assuming) following the emergency situation, the City will reach out to the federal government and/or provincial government to cover all or part of the costs.

Once we get confirmation from staff, we'll close the loop with the CAO. MTO will continue to support however, ensuring we are engaged with both the City and the contractor (e.g. ensure fair price, etc.).

CAO also had questions about what enhanced security looks like in the short to medium term to ensure that the border isn't blocked again – there's an understanding that the positioning of the barrier was at the direction of police. There was some discussion about potentially having a roundtable involving the City of Windsor, Windsor Police, MTO, SOLGEN and OPP. If we were to pursue this, we'd connect with SOLGEN first as they are the lead.

Otherwise, we continue to take action based on requests from the OPP.

Deputy is planning to close the loop with the CAO tonight/tomorrow (depending on CAO availability) but other than that, I think concerns have been addressed. Please let us know if there's anything else you need!

Thanks,
-mk

Michelle Kim

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